



In December 2010, the California High-Speed Rail Authority (CHSRA) Board of Directors adopted a staff recommendation to designate the Central Valley as the starting point to build the backbone for the California's high-speed train system. As a result, a review of the statewide implementation schedule for the entire system was triggered, including the San Francisco to San Jose segment.

Concurrently, CHSRA CEO Roelof van Ark has introduced the concept of a "phased implementation" for consideration and analysis in the EIR/EIS currently being prepared for the San Francisco to San Jose segment. That public statement at the February 2011 meeting has reinvigorated the work and activity on the SF-SJ segment.

On Wednesday, the Program Management Team (PMT) presented their quarterly report to the Operations Committee of the Board. Attached please find that memorandum outlining adjustments to the Draft EIR/EIS timeline to Fall 2012.

During this additional study period, the San Francisco to San Jose team will be conducting additional environmental and engineering analysis to determine how high speed train service could be provided in phases: from an initial operating project phase where a few high speed trains operate largely on the existing Caltrain corridor, to an ultimate phase of a fully grade separated system capable of 30 minute travel times between San Francisco and San Jose as required under Prop. 1A.

Our team will be working with the local and regional agencies, local communities, and other interested parties to explain how this phased implementation approach works with the design options developed over the last two years and fits within the existing environmental process.

We look forward to your ongoing support and commitment as we continue to progress to provide Californians with an economically feasible and environmentally friendly transportation alternative.

Sincerely,

Terry Lightfoot

SF-SJ Section Public Involvement Manager

www.cahighspeedrail.ca.gov



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

DATE: February 28, 2011

TO: Regional Leads and Outreach Leads

FROM: Roelof van Ark, Chief Executive Officer

RE: Adjusted Draft EIR/EIS issue dates: Updated EMS

Dear colleagues,

The Program Management Team's (PMT) quarterly progress report to the Operations Committee of the Authority Board has been sent to Board members and posted on the website in advance of the next committee meeting, scheduled for March 2, 2011. A revised Environmental Milestones Schedule [EMS] is included which contains revised dates for the issuance of Draft EIR/EIS per section.

As you know, our planning and EIR work, thus far, has yielded California significant advantage over other states pursuing high-speed rail systems, and that advantage has manifested in \$3.3 billion in federal funding – more than any other state in the nation. As you are also aware, we have selected an initial construction segment – more than 120 miles from south of Madera to Bakersfield, in the Central Valley – that represents the best, most efficient use of this funding because of its rural nature, its establishment of the backbone of a truly statewide system and the flexibility it provides to build both north and south as more funds become available.

As a result of having a certain construction starting point and date, we now have the ability to reschedule the timeline for the EIR processes throughout the state to reflect the prioritization of the first construction segment while maintaining our overall project schedule. The Environmental Milestones Schedule in the PMT's report reflects the changes believed necessary to adjust the schedule for the full statewide system. Our schedule does not reflect the Authority's work alone, but that of the FRA, and other resource agencies such as the Army Corps and US EPA whose work is critical to our project, and all of which have limited resources who are stretched to capacity.

The two Central Valley sections (Merced to Fresno and Fresno to Bakersfield) will delay their draft EIR release to June 2011, as a result of very positive Value Engineering which has been accomplished along the alignment, and which is being achieved in close cooperation with the local stakeholders. This will not affect the ROD/NOD, nor the award of construction contracts for the Initial Construction Segment, which is still envisaged for the second half of 2012.

The two segments, LA/Anaheim and San Francisco/San Jose, have laid out a framework to investigate possible phased implementation that may provide services to these areas sooner and in the most efficient and cost-effective way possible. Both sections also incorporate, in some form or other, "Shared

Track” alternatives which become more complicated as phased implementation is envisaged. The LA/Anaheim phased implementation framework will be presented to the Board on March 3. To accommodate these shared track and phased implementation scenarios, more work needs to be done. This will result in the submission of the draft EIR being moved to late 2012, allowing inputs and participation by local and regional transit agencies and all other stakeholders. This approach allows us not only the time to involve these stakeholders, but also time to consider additional cost savings in further study of the alignments as we move forward.

It is important to note that only the estimated schedule for environmental milestones has changed; the schedule for construction has not. Should unexpected large amounts of additional funding become available at short notice, we will of course examine this schedule again and identify ways to not only expand the reach of initial construction, which will begin September 2012, but also to possibly accelerate these schedules.

Please ensure that you inform local stakeholders about the reasons for these changes.

Regards,

A handwritten signature in blue ink, appearing to read 'Roelof', with a stylized flourish at the end.

Roelof van Ark